

## AMENDMENTS TO THE CLAIMS

The following listing of claims replaces all prior versions and listings of claims.

1. (Currently Amended) A device Device for use in a vehicle [[(1),]] for transmitting a drive force (F) from at least one first wheel [[(2)]] to at least one second wheel [[(3)]] with by means of a hydrostatic transmission arrangement, (10, 11, 12, 13), characterized in that the hydrostatic transmission arrangement comprises comprising a hydrostatic pump [[(10a)]], which can be driven with the first wheel and the hydrostatic pump being drivingly connected, preferably via the vehicle engine, a hydrostatic drive assembly [[(11),]] connected to the pump by a hydrostatic line system, (12, 13), for driving the hydrostatic drive assembly being drivingly connected to the second wheel, and one or more members (19, 20) positioned along the hydrostatic line system, the one or more members being adapted to [[which]] wholly or partially bridge or disconnect or reconnect the hydrostatic drive assembly, which member(s) is/are arranged to directly or indirectly detect and/or influence driving situation(s) for the vehicle and, should changes occur, to cause or bring about the full or partial bridging or disconnection or reconnection of the assembly.
2. (Currently Amended) The device Device according to Patent Claim 1, wherein characterized in that the said one or more members comprise member(s) (19, 20) comprise(s) a bridging duct (19), forming part that defines a portion of the hydrostatic line system, and a unit [[(20)]] arranged in the hydrostatic line system and provided with a temperature-sensitive member and with members (39, 41) which that connect and disconnect the bridging duct in dependence on the temperature.
3. (Currently Amended) The device Device according to Patent Claim 2, wherein characterized in that the temperature-sensitive member(s) comprise(s) members comprise bodies (26 and 35 or 36) having different thermal expansion coefficients, and in that the connecting and disconnecting member(s) is/are members are arranged so as to be actuated by relative movements between the bodies.
4. (Currently Amended) The device Device according to Patent Claim 3, wherein characterized in that the temperature-sensitive member(s) comprise(s) members comprise a first body comprising a fluid consisting of fluid (35), for example hydraulic oil or wax(es) (36), and a second body [[(25)]] made of metal and, for example aluminium, alloy, steel, etc., and in that

the connecting and disconnecting members comprise a cone or needle adapted to be actuated by, arranged such that it can be actuated by the [[said]] first body, and a seat (41) belonging to associated with the cone or needle.

5. (Currently Amended) The device Device according to Patent Claim 1, wherein characterized in that the arrangement comprises a regulator function, for example a regulating valve, arranged adapted to produce a continuous or step-by-step variation in a medium moving through the hydrostatic line system, for a medium used in the arrangement, upon the occasion of the said bridging or disconnection and reconnection.

6. (Currently Amended) The device Device according to Patent Claim 1 [[or 5]], wherein characterized in that the control valve comprises a pressure regulating or flow regulating valve regulating valve adapted to regulate a flow characteristic selected from the group consisting of pressure and flow, and the regulating valve being controlled by a member selected from the group comprising is arranged such that it can be controlled by means of an electric member, a mechanical member or a temperature-detecting member.

7. (Currently Amended) The device Device according to Claim 4 to any one of Patent Claims 1, 2, 3 or 4, wherein characterized in that at least one of the first body and the second body is or bodies is/are chosen with thermal expansion coefficients, and the cone and the seat are arranged positioned, to allow connections and disconnections within a small temperature range, for example between about 80 and 85°C, 100 and about 105°C, etc.

8. (Currently Amended) The device Device according to Claim 1 in combination with any one of the preceding patent claims, characterized in that it is incorporated in a vehicle in which the wheels normally make contact with the ground or the underlying/supporting surface, and in that the bridging by the bridging member(s) causes only a minimal the bridge member causing a change, for example a of less than about 3% change, in a medium flow produced by the pump, and a consequential large change in pressure producing, for example, an approximate and about a 1% drop in pressure where the first wheel(s) (2) drive(s) the second wheel(s) via the ground surface (24), which latter wheels therefore take over the driving from the system.

9. (Currently Amended) The device Device according to Claim 1 any one of the preceding patent claims, characterized in that a delay in the bridging or disconnection and reconnection is minimized to 0.1-1.0 seconds, preferably between about 0.1-0.2 seconds.

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10. (Currently Amended) The device Device according to Claim 1 any one of the preceding patent claims, characterized in that a first value is associated with a first state of vehicle operation and a second value is associated with a second state of vehicle operation, the first and second values being used in bridging or disconnection and reconnection and the second state being a return to normal operation of the vehicle after a temporary change to the first state, in the particular driving function of the vehicle, for example aerial travel, wheel turning, tilting, etc., the arrangement is arranged to allow a first value for the bridging or disconnection and reconnection in an above the ground state (aerial travel) or a wheel turning state or tilting state for the vehicle, and a second value for the bridging or disconnection and reconnection in a return from or adoption of states different from the respective said states.